

# FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

June 10, 2005

## Marines volunteer time to charity regatta event

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

SAN DIEGO, Calif. — Traditionally, when the Navy - Marine Corps team flexes its muscle, hostile shores fall and battles in far off lands are won, carrying on a proud tradition of more than 200 years.

A partnership of a different sort occurred as Marines and Sailors stationed at Marine Corps Air Station Miramar lent their physical strength to the Silver Gate Yacht Club June 5 during their 46th Annual Wheelchair Regatta for the physically disabled.

Approximately 40 Marines and Sailors woke early in the morning, sacrificing one of their weekend days to go to the yacht club and lend a hand for the third consecutive year, according to Navy Lt. John R. Logan, chaplain, Marine Aircraft Group 16, 3rd Marine Aircraft Wing.

"The Marines were complaining about having to get up early for this event, but now I'm hearing them say the early morning was worth it - to be able to help put the people on the boats," said Logan.

Started in 1960, the wheelchair regatta is highlighted by a guided tour of San Diego Bay on a private boat that sails through the water past North Island Naval Air Station and past downtown San Diego before returning to the Shelter Island Yacht Club.

The Marines and Sailors' role in the event was simple: escort over 500 guests along the docks, lift them onto the boats and then lift them back onto the dock upon their return from the tour - a task

down the dock ramps and off and on the boats."

The boat owners who lent their craft to the regatta held the Marines efforts in high regard.

One boat owner commented, "I don't know what we'd do without those Marines, one just picked that guy up and carried him off the boat. Those insurgents in Iraq don't stand a chance against them."

Responding to this comment and on his involvement in the regatta, Cpl. Patrick E. Murphy, ordnance technician, MALS-16, said, "It's nice to get support from the people. I'm going to come to this thing every year.

"I thought it wasn't going to be that good, but it was great helping out," Murphy added.

In addition to the tour of the local waters, the guests and volunteers were treated to lunch and live entertainment at the yacht club house.

"The Marines have been wonderful the last three years. We truly could not have done it without them," said Debra McQuillen, commodore, Silver Gate Yacht Club. "Between their muscle and spirit, they did a great job of lifting the guests onto the boats."

**"The Marines have been wonderful the past three years. We truly could not have done it without them."**

**Debra McQuillen  
commodore, Silver Gate Yacht Club**

not made simple by the fact that many of the guests were wheelchair bound or otherwise unable to traverse the gap from the dock to the boat.

For the Marines, it was also a unique opportunity to experience something new.

"It was an eye opener to see what people have and don't," said Pfc. William A. Rexhepi, mechanic, Marine Aviation Logistics Squadron 16, MAG-16, 3rd MAW. "It was great making the kids smile as we took them up and



At the Silver Gate Yacht Club's 46th Annual Wheelchair Regatta, Pfc. William A. Rexhepi, mechanic, Marine Aviation Logistics Squadron 16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, assists a guest aboard a boat June 5. Approximately 40 Marines and Sailors woke early in the morning to lend their muscles to the task of lifting the club's disabled guests on and off the boats so they could receive a tour of San Diego Bay. Photo by Cpl. Jonathan K. Teslevich

## England emphasizes DoD policy on ethical standards

Story By Rudi Williams

American Forces Press Service

WASHINGTON — Emphasizing that the Defense Department has "very high ethical standards," acting Deputy Defense Secretary Gordon England told the Senate Armed Services Committee that he expects everyone in DoD to act legally and ethically with every action they deal with.

England appeared before the committee Tuesday along with other high-ranking defense officials to provide testimony

about the DoD Inspector General's Management Accountability Review of the Boeing KC-767A Tanker Program. A 2004 inspector general audit said the Air Force used inappropriate procurement strategy, and did not use best business practices or prudent acquisition procedures to provide sufficient accountability for expenditures for the tanker program.

The audit report suggested that DoD should not proceed with the tanker program until it resolved the issues pertaining to the procurement strategy, acquisition procedures and statutory requirements.

On June 1, DoD announced that the DoD inspector general had completed an extensive and detailed review of personnel involved in the tanker program. The report recommended changes and revisions in acquisition, leasing, procurement, and management procedures and policies.

England appeared before the committee to tell its members that DoD is implementing "many recommendations for corrective action and for better checks and balances in acqui-

See STANDARDS page 9

## Inside

Weekend forecast from Miramar's weather station



74°/57°  
Today



74°/58°  
Saturday



74°/57°  
Sunday

**Statue honors  
fallen troops  
Page 4**



**Crew chiefs  
ensure  
readiness  
Page 6**





# ‘Be responsible’ with vehicles, avoid impound

Editorial by CPAO

MCAS Miramar

Abandoned vehicles are a much bigger problem than you might suspect. However, vehicle towing and impound policies are necessary, fair, appropriate and legal.

Contrary to what many think, the Provost Marshal’s Office does attempt to identify and contact the owner of every vehicle that may be towed and/or impounded. If available information reveals the individual is stationed locally, PMO contacts the vehicle owner or the appropriate command. Otherwise, PMO sends a standard Department of Defense notice to the address of the last known owner of the vehicle.

Efforts to contact the owner often are fruitless. At any given time, abandoned vehicles number in the dozens and many are damaged, dilapidated, leaking fluids or bearing expired license plates.

They are unsightly, they occupy parking spaces that other Marines and Sailors cannot use, and they present unacceptable security risks. They also are inexcusable.

Vehicle owners have ample warning and opportunity for self-correction before the tow trucks are called. The newspaper notices and the base-wide emails are fine examples of the lengths that air station leadership goes to identify and remove abandoned vehicles. Vehicle storage is discussed during pre-deployment briefs for all Marines, and yes, we do provide free vehicle storage in our East Miramar Traffic Management Office lot for deploying Marines and Sailors.

Per Marine Corps Order 5510.1C, an illegally parked vehicle may be towed immediately. An unattended vehicle - one that clearly has sat in the same place for an extended period - will not be towed until

at least three days after it is tagged with the appropriate DoD notice sticker.

The MCO authorizes the use of commercial towing companies to tow and safeguard the vehicles pending recovery or disposal. The air station rotates towing among six commercial towing companies. PMO reviews the fees for reasonableness and consistency with local industry standards.

An owner who claims a vehicle must pay the towing and storage fees, but he or she can avoid those fees by following Marine Corps and MCAS Miramar motor vehicle regulations.

Federal law (10 U.S. Code 2575) authorizes disposal of an impounded vehicle if the owner does not claim it within 45 days of receiving the notices sent by PMO to the last known address. The towing company in possession of the vehicle also follows California law, which provides for a somewhat longer notice period prior to disposal.

The federal statute and DoD disposal regulation do authorize vehicle disposal by Marine Corps Community Services - but it is not practical because MCCS then must put the profits in an escrow account for 5 years, during which period the vehicle owner can file a claim for the money. In other words, abandoned vehicle recovery and auction is not a core business of MCCS.

The bottom line: be responsible about your vehicle and you can avoid any problems.



## Is this your Lumina?

The above vehicle has been marked for impound by the Provost Marshal’s Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots. Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice. For more information, please call 577-1276 or 577-4150

## Company offers troops’ families Father’s Day deal

American Forces Press Service

WASHINGTON — Cardstore.com announced June 1 that it’s providing a Father’s Day card service for troops and their families.

This service is free for forward-deployed U.S. troops serving in the Middle East, and costs 99 cents for those assigned elsewhere.

The company said it will make the process as easy as possible for U.S. military personnel and their families to remember Dad on his special day. They can visit the company’s Web site and select greeting cards online, or create their own by uploading a photo, and then adding a personal note to the inside. To take advantage of the 99-cent offer, enter promotion code usdad99 at checkout. Cardstore.com will then print and mail the cards in time for Father’s Day on June 19.

“Because of the many notes of appreciation we received from the troops for our Mother’s Day initiative, Cardstore.com decided

to add the Father’s Day promotion,” said Al Hulvey, company chief executive officer.

“We are thrilled that Cardstore.com has joined the team and is supporting our military men and women in the Middle East,” said Deputy Assistant Secretary of Defense Allison Barber. “We applaud them for helping troops stay in touch with their families back home through this unique opportunity.”

The company is engaging in the Father’s Day effort as part of its partnership with America Supports You, a nationwide Department of Defense program that showcases America’s support for the men and women of the armed forces.

Since the launch of the America Supports You program last November, more than 2 million Americans, including individual citizens, businesses and organizations, have logged onto its Web site.

## MIRAMARKS

“What are some of your favorite Marine Corps Community Services recreational activities?”

**SGT. RONALD TIDWELL**  
Recycling NCOIC  
H&HS

“The golf course is really the only MCCS activity I’ve participated in. It’s free on Tuesdays and you can’t beat that.”



**CPL. JESSICA SAPP**  
Recycling Operations Clerk  
H&HS

“The outdoor activities center is awesome for renting equipment. Things such as surfboards and snow skis for those of us who aren’t really good and don’t want to fork out the money to buy it.”



## FLIGHT JACKET

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3rd Marine Aircraft Wing



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Layout & Design

Story by Donna Miles

American Forces Press Service

WASHINGTON — Marines serving today in Iraq are living up to the legacy Marines of previous conflicts have passed on to them, the vice chairman of the Joint Chiefs of Staff told a gathering of Korean War-era veterans June 4.

“They’re out there, they are proud of what they’re doing, and they understand what they are doing,” Gen. Peter Pace told members of the 15th Special Basic Class, which graduated from the Marine Corps Basic Officer Course in 1952. “And when they get into fights like they got into in Fallujah (November 2004), they have taken the lessons of Inchon (Korea), and they have taken the lessons of Hue City (Vietnam), and they have polished them and made them better. And they have made us proud.”

Today’s Marines have better training, thanks to lessons passed on to them from their predecessors, and more advanced equipment than Marines of past generations, Pace said. But just as importantly, he said, they have the benefit of the legacy they inherited from those who served before

“If I can see the chairmanship, it’s because I stand on the shoulders of the giants of the Corps.”

General Peter Pace  
vice chairman of the Joint Chiefs of Staff

them.

More than 100 members of the 15th Special Basic Class wrapped up a five-day reunion here June 5, visiting war memorials, touring the White House and meeting Vice President Dick Cheney. But a highlight of the visit, according to retired Lt. Gen. D’Wayne Gray, was a trip to Marine Corps Base Quantico, Va., to see second lieutenants going through The Basic School they attended nearly 53 years ago.

Gray retired from the Marine Corps as commanding general of Fleet Marine Force Pacific and commander of Marine Corps Bases Pacific.

The visitors were struck by “the magnitude of changes” that have taken place in the military since they served, Gray told the American Forces Press Service. Today’s Marines, he said, are better educated, more technologically oriented, and able to process information and issue orders far faster than their predecessors.

“It’s exciting to see,” he said.

Despite the changes, Gray said today’s new officers have much in common with the veterans. “Like them, we were training for war,” he said, noting that most of his classmates deployed to Korea shortly after graduation. And like the veterans did, today’s Marines “have a seriousness of purpose, but still the easy laughter of youth,” he said.

Today’s young Marine officers “know as we did that they are going off to a big adventure,” the retired general said. “They’re apprehensive in a sense because they’re smart enough to know there’s danger involved. But they want to be part of something important happening in the world. They’re super young men and women.”

These troops are building on the legacy of those who served before them, Pace told the Korean War-era veterans, thanking them for “the incredible gift you gave to this nation and to your families.”

“You took a Corps that had a reputation for combat excellence in World War II and you applied it repeatedly during your watch, in Korea, and in many cases, in Vietnam as well,” Pace said.

The vice chairman said all Marines feel fear in combat, and recalled the fear he personally felt as a second lieutenant platoon leader in Vietnam. “I looked to my left and I looked to my right and I saw Marines,” he said. “And I knew in my heart of hearts, there was no way I would ever let down the legacy you gave to us.”

He thanked the veterans and other former Marines for helping build the tradition that continues to drive today’s Marines. “We as a Corps of Marines inherit everything that our predecessors have done,” he told them.

Referring to his nomination to become the chairman of the Joint Chiefs of Staff after Air Force Gen. Richard Myers retires later this year, Pace said he couldn’t have done it without the mentoring and support of his fellow Marines. “If I can see the chairmanship,” he said, “it’s because I stand on the shoulders of the giants of the Corps.”

## Marines use diplomacy to help eliminate insurgency

Story by Cpl. Tom Sloan

2nd Marine Division

AR RAMADI, Iraq — First Battalion, 5th Marine Regiment, 2nd Marine Division, is using diplomacy, not just well-aimed rounds, to eliminate insurgent activity in Al Anbar’s provincial capital as well as restore its infrastructure.

Marines with the Marine Corps Base Camp Pendleton, Calif., based infantry battalion – in Iraq for the third time supporting Operation Iraqi Freedom – engage the enemy in firefights, but more importantly, through negotiations with civilians.

Corporal Vernon E. Corbett and his fellow warriors in 3rd Squad, 4th Platoon, Company A, use this direct and indirect approach to fighting each time they take to the urban

battlefield and conduct security and stabilization operations.

“We question people about insurgents when we go on patrols,” the 25-year-old squad leader from Kansas City, Mo., said. “They might have information about (insurgents).”

Third Squad embarked on a mission recently searching several houses in a portion of Company A’s area of operations.

The Marines scoured the residences for sniper hideouts, weapons caches and “anything that could harm (servicemembers) or civilians,” explained the 2000 Hickman Mills High School graduate, who’s on his second deployment to Iraq.

With help from an interpreter, Corbett and his Marines explained their intentions to the people they encountered at each home. They also gave them coalition and Iraqi govern-

ment fliers that have a telephone number citizens can call to report insurgent activity.


“We’re after insurgents,” he said to an Iraqi man while his home was being searched. “Do you know where they are? Call this number if you do.”

Corbett explained most Iraqis don’t give up information on the spot because having Marines in their homes frightens them. Insurgents intimidate the citizens to not cooperate with coalition forces. The ones that do call often call several days later.

“We’re here to help them, but they need to help themselves too,” he said. “It’s hard to make their city safer if they don’t let us know of insurgent activity.”

The Marines remain courteous when interacting with the locals, Corbett said.

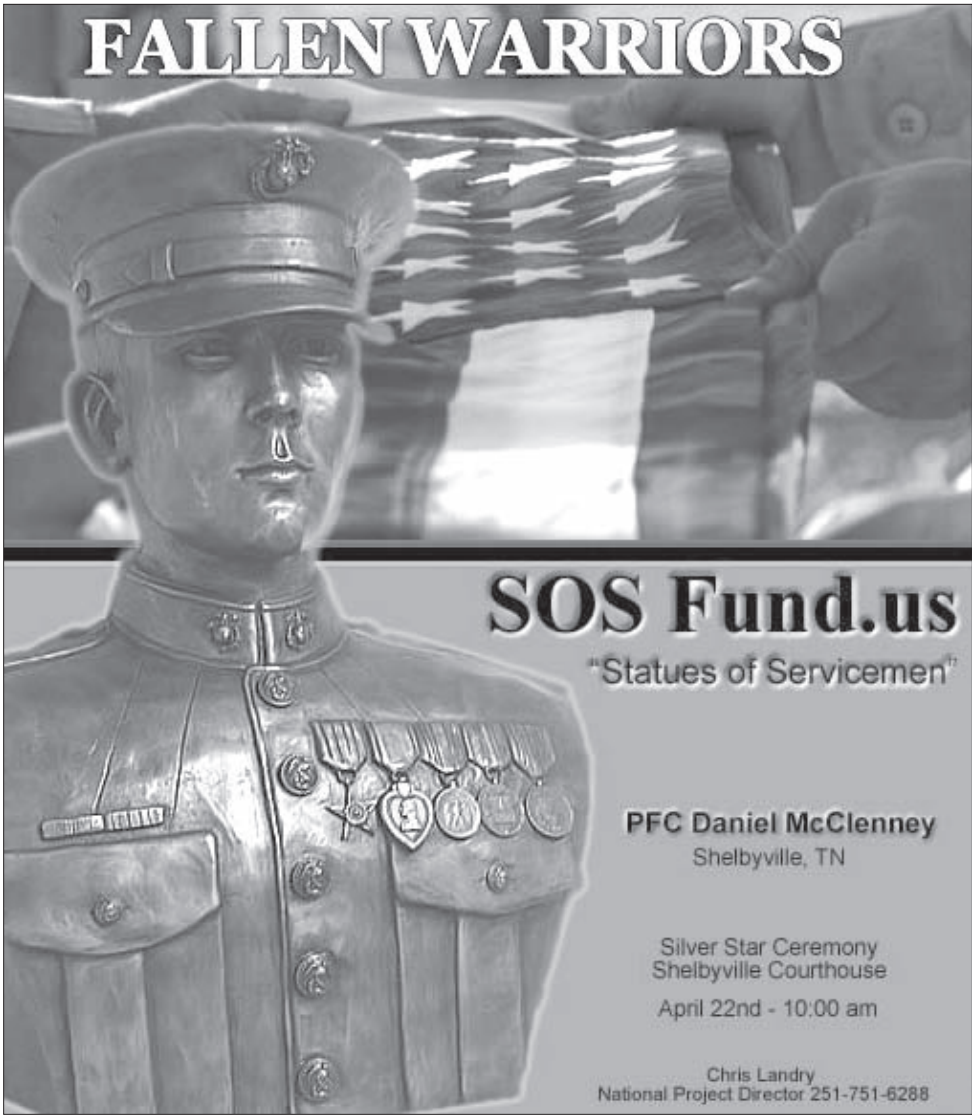
SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

*An appreciative audience awaits*





This photo of the bust of Pfc. Daniel McClenney depicts one of the first busts of servicemembers killed in action. The Statues of Servicemen Campaign began after the success of the “Wear Camo” bracelets. The bracelet campaign was so successful the group decided to use the proceeds to fund the statue campaign. The statue of McClenney was unveiled in Shelbyville, Tenn., April 22. The second bust, depicting Capt. Brent Morel, was unveiled in Memphis, Tenn., May 21. McClenney was killed after his unit was ambushed in the Konar Province in Afghanistan. Morel was killed when insurgents ambushed his platoon during a convoy escort in Iraq. *(Photo courtesy of [www.sosfund.us](http://www.sosfund.us))*

# ‘SOS’ immortalizes fallen troops

Story by Steven Donald Smith

*American Forces Press Service*

WASHINGTON — A nationwide project is under way to pay lasting tribute to fallen servicemembers in their hometowns.

The “Statues of Servicemen” campaign is an effort to immortalize every American servicemember killed in the War on Terror by creating a bronze statue of their likeness.

The statues will be placed in the hometowns of the fallen servicemembers.

“These statues will be placed in city and town halls and government buildings throughout the United States to memorialize the brave men and women who have given their lives in the war on terror,” said Sam Patterson, national SOS project director.

The organization began in March 2004 as “Survivors of Servicemen,” with the goal of bringing attention to the trauma inflicted on the families of those killed and to highlight the financial distress faced by many military families.

The group began selling “Wear Camo” wristbands to raise money for families who lost loved ones. The wristbands were so successful they decided to use the proceeds to fund the statue campaign, Patterson said.

The first statue was unveiled in Shelbyville, Tenn., on April 22 with the bust of Marine Corps Pfc. Daniel McClenney. He was killed on June 24, 2004, when his unit was ambushed while patrolling Afghanistan’s mountainous Konar Province.

The ceremony took place at the Shelbyville Court House, where the Nashville Marine

Corps Reserve unit provided a 21-gun salute, and McClenney was posthumously awarded the Silver Star.

McClenney’s commanding officer, Lt. Col. Julian D. Alford, presented the medal to McClenney’s father, Randy McClenney.

“His life was lived as an example of decency, and his death a costly price for freedom,” Alford said. “His fellow Marines continue to feel his absence, and they will never be the same. But they are more committed to the causes of liberty.”

“This medal means so much to me,” Randy McClenney said. “It’s something I can look at every day and think of my son.”

Regarding the statue, Randy McClenney said, “I am sure my son would have been deeply touched by your gift to his family and the city of Shelbyville.”

The second statue, this one depicting Marine Capt. Brent Morel, was unveiled in Memphis, Tenn., on May 21.

Morel was killed in Iraq on April 7, 2004, when insurgents ambushed his platoon while they escorted a convoy in the Al Anbar Province. He was awarded the Navy Cross.

“I know that what he was doing was noble and right. It was what he had been trained to do and something he chose to do,” said Brent’s father, Mike Morel.

SOS is working with parents and spouses around the country to memorialize more troops.

“The human psyche is eased in times of deep sorrow by remembering and attempting to make tangible lives that are lost,” Alford said. “Memorials serve this purpose. Memorials make our remembrance palpable.”

## Marines ‘march’ to MCAS Yuma for exercise Desert Talon

Story by Lance Cpl. Cullen J. Tiernan

*MCAS Yuma Combat Correspondent*

MARINE CORPS AIR STATION YUMA, Ariz. — As the Marines of the 2nd Marine Aircraft Wing stream out of the plane, they are suddenly struck by the awesome power of the Arizona sun and immediately realize, they aren’t in North Carolina anymore.

Marines from all over the East Coast have migrated to Marine Corps Air Station Yuma for exercise Desert Talon. The exercise is 25 days of demanding training. The purpose: to prepare the Marines for weather similar to the deserts of Iraq and give them an opportunity to work alongside Marines from all over the Corps in a high operational tempo.

“I just got back from Iraq at the end of January,” said Staff Sgt. Donna L. Dineley, the tactical electronic reconnaissance processing evaluation systems maintenance staff noncommissioned officer in charge at Marine Tactical Electronic Squadron 2, and barracks manager for Exercise Desert Talon.

“I was out here last year and it was a great opportunity to prepare for Iraq. We got a chance to put our theories to the test. Desert Talon also gives us a little more of an idea for planning; if you forget something out here it’s not as big of a deal as if you do in Iraq.”

Dineley said the Marines who participate get a chance to practice all the same operations they will in the deserts of Iraq.

“They get a real taste of the heat,” said Dineley. “You don’t experience the same kind of heat at Cherry Point. Here, it’s a lot

closer to what it will be like in Iraq. The heat forces you to focus on how to properly hydrate.”

The large amount of Marines wearing camelbacks testifies to Dineley’s statement on the need to properly hydrate.

“It’s the same kind of dry heat as it is in Iraq,” said Lance Cpl. Lee Wadsworth, a mortar man from Camp Lejeune who recently returned from Iraq and is at Desert Talon to conduct Tactical Recovery of Aircraft and Personnel training. “Here you sweat and it evaporates. You don’t realize how much water you’re losing, and that’s dangerous. I saw people get dehydrated in Iraq. You just don’t realize that it’s happening, and then it hits you.”

There are more than 2,600 Marines arriving for Desert Talon, and for many it is their first experience with the heat and realities of life in the desert.

# VA chief: Opportunity to ensure care for all servicemembers

Story by Samantha L. Quigley

American Forces Press Service

WASHINGTON — The secretary of Veterans Affairs said June 3 that where some might see challenges for the department, he sees opportunities.

“One of the big opportunities we have - and it’s a priority of ours - is to make sure that our servicemembers coming out of the combat theater are well taken care of,” R. James Nicholson said during an interview with the Pentagon Channel and American Forces Press Service. “That is one of our biggest opportunities.”

With more than 200,000 guardsmen and reservists deployed in support of Operations Iraqi Freedom and Enduring Freedom, the VA has expanded some of the benefits offered to this group of servicemembers, he said.

“VA has a very extensive, new program for our reserve components,” Nicholson said. “The reserve component person who comes back and is redeployed back, is entitled to two years of full medical and dental care at any nearby VA facility. Then of course, if they have any other service-connected disablement, either physical or mental, as a result of their service, that care will continue on beyond the two years.”

Education benefits also have been expanded for guardsmen and reservists so they

may participate in the G.I. Bill. The amount of the benefit, however, depends on the time spent in an active duty capacity, Nicholson said. The life insurance and home loan programs also have improved for guardsmen and reservists, he said.

Eligibility requirements can be found on the Veterans Affairs Web site.

Changes within VA affect active duty servicemembers who come back from the combat theater and choose to leave the service, too, Nicholson said.

The Seamless Transition Program, he said, makes 158 medical centers and more than 850 clinics available for servicemembers who separate from the military. A home loan program has 25 percent of the mortgage guaranteed by the VA, which allows most veterans to buy a home without down payment. “That used to be a one-time benefit,” Nicholson said. “It now is a continuing benefit throughout the life of a veteran — any veteran.”

Benefits also include vocational and rehabilitation training for those injured physically or mentally. The VA also is working to help disabled veterans adapt to their environment, including the adaptation of a home or a vehicle if needed.

The VA also works to help veterans find work. This is a top priority, Nicholson said, as about 20 percent of veterans between the ages of 20 and 24 are unemployed.

“We ... are working within the other agencies of government, encouraging them to hire our veterans. We’re doing it ourselves at the VA,” Nicholson said. “We have many disabled veterans working here ... especially in the (information technology) department.”

Nicholson said he has worked with governors and heads of corporations and major trade associations to encourage them to reach out to veterans looking for employment. The program is promising, he said, but more needs to be done.

Readjustment counseling services are important as well, Nicholson said. The program is crucial to heading off any latent mental health problems.

“It’s important to (veterans) now, and it’s important to them for the rest of their lives,” Nicholson said.

The program was extended to families of veterans who also make a sacrifice. Injuries cause change for every family member and every family member needs to adjust to that change, he said.

“We’re responsible for veterans affairs,” Nicholson said. “And certainly part of a veteran’s welfare is his family, his family life and his quality of life. Spouses and family members have to endure a great deal of sacrifice at home when a servicemember is deployed, especially to a combat zone, and especially if they’re injured.

“We need to educate the whole family about what’s going on there so that they can accommodate to that and accept that and go on as a, hopefully, happy productive family unit,” Nicholson said.

Benefit changes also have affected life insurance provisions. Congress has approved the increase in the death gratuity—a one-time payment to the family of a servicemember killed in action—from \$12,000 to \$100,000. The maximum life insurance benefit also has increased, from \$250,000 to \$400,000.

A new catastrophic insurance program covers the servicemember up to \$100,000 above the other programs in the event of a catastrophic injury like the loss of eyesight or hearing, Nicholson said. The premium for that coverage is about \$1 a month, he added.

It all boils down to veterans having the right benefits available to them, and servicemembers need to know what their benefits are and how to access them, Nicholson said. The recent changes to veterans’ benefits are moves to make sure that the VA goal of taking care of servicemembers is met, he said.

“It’s an expression of the appreciation of the American people, the president and the Congress,” the secretary said, “for the important work and the sacrifices that the reserve components are making in our Operations Enduring Freedom and Iraqi Freedom and for freedom for our country.”



# Super Stallion crew chiefs carry the load

Story by Cpl. Jonathan K. Teslevich

*MCAS Miramar Combat Correspondent*

Responsible for maintaining expensive rotary-wing aircraft and ensuring they remain in a constant state of readiness is a team of Marines who understand their role in protecting the lives of those who operate and travel aboard the aircraft.

The high-pressure responsibility is faced by the crew chiefs with Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, as they spend long hours preparing the CH-53E Super Stallions for missions across Southern California.

“The crew chief will come in and figure out which bird they will be flying that day and begin screening it, making sure there are no outstanding discrepancies in the aircraft discrepancy book,” said Staff Sgt. Tim P. Bunnell, flight line staff noncommissioned officer for the squadron. “If it has received all of its preflight and daily inspections, the crew chief will still go out and ‘rag it down,’ seeing if any new problems have come up since it last flew.

“At this time the crew will also configure the aircraft for the mission. If it’s carrying troops, then putting the troop seats down. If it’s external cargo lifts, getting the hook set up,” he added.

With the helicopter ready for the mission, the crew chiefs meet with their pilots to receive information on the day’s mission and conduct an aircraft inspection; answering any questions the pilots have, according to Bunnell.

When the pilots begin lifting the aircraft off the flight line tarmac and - more importantly - upon landing it, the sheer scope of the crew chief’s responsibility is realized as he leans out the side hatch of the largest helicopter in the United States military’s inventory.

“I have to make sure the aircraft is clear on all sides and underneath. This thing is a behemoth: it’s big and it’s hard for the

pilots,” said Lance Cpl. William C. Wilkins III, crew chief, HMMH-361. “They can see only what is in front, so we’re there to make sure wherever we’re landing is good to go - no holes are going to be punched in the bottom.

“Also during landings, we talk with the pilots making sure the plane’s nose attitude is not too high, which is a bad thing because it puts undue stress on the rear strut and possibly lets the tail blades hit the ground,” he said.

Marine Corps Super Stallion crew chiefs have a list of responsibilities in addition to their duties of assisting the pilots with flying the helicopter and inspecting it, Bunnell stated.

“Crew chiefs are unique in the Marine Corps, in the fact that they are flight engineers, loadmasters for personnel and cargo, aerial gunners - basically anything happening behind the cockpit is their responsibility,” Bunnell said. “Unlike the other services, our crew chiefs are also trained mechanics. When there’s a problem in flight and the pilot turns around in flight and asks ‘what is wrong with my aircraft,’ the crew chief will troubleshoot. Knowing how to repair it is really important.”

Upon the end of the mission the crew chiefs still have one to four hours of post-flight inspection, making average flying days last 12 to 14 hours.

The crew chiefs with the squadron have taken on the long hours and multitude of duties and continue to perform.

“There are not many jobs in the world where 19- to 20-year-old guys and girls are handed a \$26 million helicopter, and then told ‘it’s your responsibility to make sure it comes home,’ as well as four lives - sometimes more than 30 - and getting them from one point to another,” said Bunnell. “In Iraq we went out with a very junior crew and they really impressed and amazed me with how they dealt with the hours, amount of missions and adverse conditions.”



Corporal Matt C. Shamrell, crew chief, Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, climbs along the top of a CH-53E Super Stallion as part of a preflight removal of covers and tie downs May 25 at Marine Corps Air Station Miramar. *Photo by Cpl. Jonathan K. Teslevich*



Sergeant Michael Mead, CH-53E Super Stallion crew chief, Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, guides an extendable boom forklift driver while Cpl. Colby Yard, aerial gunner, HMMH-361, watches for clearance as they load a box full of election material into their helicopter Jan. 28 at Al Taqqadum, Iraq. Mead and Yard were part of a 3rd Marine Aircraft Wing effort to transport election workers and materials throughout the Al Anbar Province prior to the Jan. 30 Iraqi elections. *Photo by Sgt. Nathan K. Laforte*





**Bob Olds, former Navy captain and trustee, Association of Naval Aviation, poses at the Marine Corps Air Station Miramar flight line June 1 during the ANA's annual meeting and reunion. The association's members enjoyed talking to active duty Marines at the air station about their love for the military and aviation. Photo by Cpl. Skye Jones**

# Miramar hosts annual ANA reunion

Story by Cpl. Skye Jones

*MCAS Miramar Combat Correspondent*

When Lorraine Dadamo found out the news, she couldn't wait.

As soon as Dadamo, an ANA member, discovered that this year's reunion was being held in Southern California with a stop at Marine Corps Air Station Miramar, she signed up right away.

Every year the Association of Naval Aviation hosts its annual meeting and reunion to discuss future plans, talk with the top

leaders in the military and build a bond between all of its worldwide members.

"I absolutely love coming to see the Marines," she said, showing off a Marine Corps pin on her lapel. "As soon as I saw the schedule and found out we were coming here, I registered for the reunion. I used to volunteer at the aviation museum and it's nice coming back."

Dadamo, and approximately 75 other ANA members and their guests, including a visitor from France, stepped off of two giant tour buses in front of the MCAS Miramar Officers' Club in

the early afternoon June 1.

"When we were making this year's agenda we thought, 'who always goes to war first?'" announced retired Rear Adm. P.D. Smith, ANA president, inside the club as the group was finishing lunch. "It's the Marines. Marines always go first and achieve victory. That's why we came here."

During lunch, Col. Roy Arnold, assistant wing commander, 3rd Marine Aircraft Wing, spoke about the importance of the moral support received by the unit and the wing's role in Iraq.

"It's essential that the men and women (who comprise 3rd MAW) know that the American public is behind them," said Arnold, while everyone in the room listened intently.

The association's members stand behind military aviation in any way they can.

"We support new equipment, talk to the members of Congress, government leaders and all of the people it takes to support naval aviation," said Smith. "I love this group more than anything, and I'm proud I can continue to give my support."

According to Smith, the ANA is the only organization that supports Navy, Marine Corps, and Coast Guard aviation.

"Navy Admiral Thomas Moorer, the (former) chairman for the Joint Chiefs of Staff, formed this organization to have a civilian voice of support for all naval aviation," explained Smith.

Anyone, including active duty servicemembers, can join the ANA and become part of the association's 64 squadrons around the world.

When the group headed out to the Miramar flight line, many members spoke to Miramar Marines about the association and invited several of them to their "Flight Suit and Jacket Salute to Active Duty Reception" the following night.

"The reception and reunion serve as our once-a-year pump up and shot of adrenaline," said Smith. "We get to interact with each other and with the active duty, and we would love to have more active duty members."

Soon the group packed away their cameras and boarded the tour buses for the next event on the list, but many of them won't forget about their day at Miramar.

"One of the best benefits of the association is listening to the servicemembers," said Dadamo. "I really enjoyed my time here and I hope to come back."

"By the way, the Marines are my favorite," whispered Dadamo.

# Hercules pilots provide aerial delivery muscle

Story by Lance Cpl. James B. Hoke

*MCAS Miramar Combat Correspondent*

Many military pilots have a large list of responsibilities to cover when flying their aircraft.

Marine Corps Air Station Miramar-based KC-130 Hercules pilots with Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, take on an enormous amount of responsibilities that, if not done correctly, could cost the loss of lives and equipment.

“The biggest difference between flying the jets and the C-130 is that we have an entire crew,” said Capt. Kacey J. Cottrell, pilot, VMGR-352. “We have an aircraft commander in charge of everything on that aircraft, including the welfare of everyone on board. His actions affect all of the crew and passengers, not just himself.

“The hardest part about flying the C-130 is that you are flying with a much larger crew and systems,” she added. “You have to coordinate with the crew. This plane doesn’t turn on a dime like some of the jets do. You have to plan ahead for your maneuvers,” Cottrell added.

Although there’s a lot of responsibility given to the C-130 Marines, they still go through the same basic flight school as other pilots.

“Whether you fly a jet, helicopter or the C-130, you are going to start out at a flight school,” said Capt. Mark L. Moddell, pilot, VMGR-352. “Everyone has to do some kind of primary training, and that takes a year or a little longer to complete.

“After finishing flight school, you get to pick whether you want to fly a helicopter, jet or a C-130,” added Moddell. “Flight school grades play a large role in the selection process.



**Captain Scott M. Griffin (right), an Asheboro, N.C., native, and 1st Lt. Richard M. Southworth, a Coronado, Calif., native, walk away from a KC-130F Hercules May 25 after returning from a training flight at Marine Corps Air Station Miramar. The pilots with Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, fly the KC-130 in a number of missions ranging from delivering cargo or personnel to refueling jets and helicopters. Photo by Lance Cpl. James B. Hoke**

So when the grades finally come out, you may or may not get what you picked.”

According to Moddell, if a pilot gets assigned to fly the KC-130, they can rest assured that they will be participating in an assortment of missions.

“We have a huge variety of missions that we fly,” said the Alta Loma, Calif., native. “So does everyone else, but we take it to a whole different level. In the Air Force, the C-130 pilots would only do aerial delivery, whereas in the Marine Corps, we will fly aerial delivery missions one day, which can include cargo and people, and conduct aerial refueling the next.”

The Hercules has a wide range of capabilities that allow it to be one of the Marine Corps’ primary workhorses.

“The KC-130 can fly approximately 12 hours or 3,000

miles on a tank of gas,” said Cottrell. “It has the capability to haul up to 50,000 pounds or 92 people, and flies at speeds of nearly 290 knots.”

Pilots have flown the historic aircraft over the jungles of Vietnam, mountains of Afghanistan and deserts of Iraq, giving the plane a distinguished flying record over four decades. In the 21st century, C-130 pilots again face the challenge of transitioning to flying a revolutionary new model of the Hercules.

“We have been converting over to a new airplane, the KC-130J,” Moddell concluded. “We have flown the old legacy plane for over 30 years, and now we are switching over to the J-model. This plane is going to have better flight safety for the pilots and their crew.”

## Corporal afforded second shot at OCS

Story by Lance Cpl. James B. Hoke

*MCAS Miramar Combat Correspondent*

Being a Marine is about never giving up, even if accomplishing a mission requires enduring harsh conditions or making difficult personal sacrifices.

That has been the thought process of Cpl. Suresh Mathen, training noncommissioned officer, Nuclear, Biological and Chemical section, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, as he prepares for his second trip to Officer Candidates School in June.

“Corporal Mathen is an exceptional Marine,” said Sgt. Jeremy D. Laux, NBC section’s staff noncommissioned officer-in-charge, MAG-11. “Mostly because of the fact that he is always trying to outdo himself. He’s always trying to outdo everyone around him, but he is also always in competition with himself. He is a perfectionist.”

According to Lance Cpl. Joseph Harris, NBC defense specialist, MAG-11, Mathen is very dedicated to his work.

“He often stays late, well into the night, to complete things that may not need to be done till the following day,” said Harris. “He certainly gets the job done.”

However, Mathen’s start in the Marine Corps didn’t happen directly after high school. It wasn’t until he was well into college before the idea of becoming a Marine came to him.

“When I was in college, I was impressed with the way Marines presented themselves,



**Cpl. Suresh Mathen, training noncommissioned officer, Nuclear, Biological and Chemical section, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, inspects a gas mask, June 3 at Marine Corps Air Station Miramar. Mathen was re-accepted into the Officer Candidate Selection program after being dropped for a heat casualty. Photo by Lance Cpl. James B. Hoke**

how they never backed down and how they stood up for what was right,” said Mathen. “I

See **MATHEN** page 9



# Feature

## STANDARDS

continued from page 1

sition that have been assembled and proposed,” according to his prepared testimony. With him on Capitol Hill were Michael W. Wynne, undersecretary of defense for acquisition, technology and logistics; Michael L. Dominguez, acting secretary of the Air Force; Gen. John P. Jumper, chief of staff of the Air Force; Joseph E. Schmitz, DoD inspector general; and Thomas F. Gimble, DoD deputy inspector general. “Ethical leadership is especially critical in the Department of Defense because trust and confidence define the strength of the link between a nation and her citizens and her military,” England said in prepared statement. “While legal adherence is always necessary, ethical behavior is absolutely essential. Actions by the Department of Defense must always be above reproach and, as this committee has properly emphasized, when individu-

als do not meet the standards expected by the American people, they need to be held accountable.” He said it’s vitally important for DoD to have effective processes with appropriate checks and balances to ensure that America’s war fighters receive the equipment they need when they need it. And, England noted, DoD must at all times provide transparency and the greatest value possible for every single taxpayer dollar spent. “We owe that to our troops who serve us so bravely, and we owe it to the American people who have entrusted us with this important task and who support us so generously,” he continued. England said multiple organizations and interested groups, including the Office of the Inspector General, Defense Science Board, Defense Acquisition University, Industrial College of the Armed Forces, Government Accountability Office, studies internal to the Department of Defense and others, have ap-

plied their expertise, talents and energies in evaluating the tanker recapitalization issue. “As a result of these recommendations, many changes have already been instituted within the Department of Defense,” according to his statement. He outlined the three-pronged approach DoD has initiated: - Restore primacy of the acquisition process through cancellation of the Leasing Panel, mandate conformance to the Defense Federal Acquisition Regulation and 5000 Series and implementation of the Defense Acquisition Guidebook. - Strengthen internal controls to assure conformity to the approved process. - Restore primacy of integrity in acquisition. England cited changes to existing documents, such as regulations and guidelines. “The entire acquisition structure within the Department of Defense needs to be re-examined in great detail,” his statement read. “In my judgment, no single proposal that I am aware of - no tweak, no silver bullet - should

substitute for a comprehensive, end-to-end review and analysis of this extremely complex acquisition system. In order to meet our dual responsibilities of providing our fighting men and women with the very best they require and satisfying our charge as trusted stewards of the taxpayer, we can do no less.” DoD recently incorporated many individual corrective actions in its acquisition processes, England said, but added that, “the final answer to past problems may lie in a complete restructuring of the way the department accomplishes acquisition for all of its goods and services.” England offered his commitment “to manage the department ethically and above reproach, to be forthright, honest and direct with everyone and in every circumstance and to expect the same from every DoD employee. “I will work closely with you to restore and retain confidence, effectiveness and efficiency in the DoD acquisition process,” his prepared testimony concluded.

## MATHEN

continued from page 8

met a Marine Corps recruiter there. He asked me what kind of job I was looking for, a blue- or white-collar job. I said I was looking for a white-collar job and applied to OCS.” According to Mathen, his initial experience at OCS was cut short due to his adverse reaction to the area’s harsh climate. “I dropped out from being a heat casualty,” the West Hempstead, N.Y., native, said. “I wasn’t properly adjusted to the weather at Quantico, (Va.). It was very humid there. A lot of people were dropping out due to being heat casualties - even prior enlisted.” After an early departure from OCS, Mathen came to a crossroads in his life. “After I dropped out of OCS, I just couldn’t believe that it happened,” Mathen said. “I thought to myself that I had failed. I didn’t feel like a Marine but I didn’t feel like a civilian any longer either. I was between worlds.” Although Mathen had been dealt a major setback in his career, he wasn’t ready to give up being a Marine. “When I finished my last year of college, I began to think that there was more to this organization than I thought,” said Mathen. “Maybe if I did a little more homework on it I could try again. Throughout my life, that is how I’ve been. I won’t give up on anything I’m going for. If it gives me hell, I’ll give it hell back.” Determined to be a Marine, Mathen decided to join the Corps on the enlisted side. “The best way I thought I could learn to be a better officer was to go enlisted and see that side of the Marine Corps,” said Mathen. “I am returning to OCS in June and this time it will turn out better. It’s do or die this time.” Fortunately, the relentless corporal received his chance for redemption after applying for the Enlisted Commissioning Program. “He submitted an ECP package December 21, 2004, to Headquarters Marine Corps,” said Laux. “The package is basically your entire life’s story. You also have to go up before a review board where three officers will judge you on different things. It is a big selection process to go through.” According to Laux, Mathen is much more prepared to succeed at OCS today than he was on his first attempt. “He is either going to put forth 110 percent of his effort to complete this task or not even attempt it,” concluded Laux. “He will give his absolute best and settle for nothing less.”



# Marines help make marathon big success

Story by Cpl. Skye Jones

MCAS Miramar Combat Correspondent

Crowds cheered as Elvis impersonators, an 83-year-old man and a former prisoner of war crossed the finish line at Marine Corps Recruit Depot San Diego June 5 during the 8th annual Coca-Cola Zero Rock 'N' Roll Marathon.

More than 20,000 runners competed in the 26.2-mile race and approximately 1,900 volunteers working the water stations, including local Marine Corps Air Station Miramar Marines, applauded the participants and quenched their thirst.

Additionally, Marines from Miramar and MCRD San Diego were staggered along the race course, which started in Balboa Park and ended at the depot, providing security.

"The Marines were great. They rooted for us throughout the entire race," said an exhausted Jay Limas, wiping the sweat from his brow after the run. "It helped having them there to show their support."

Limas' guests were also impressed with the Marines directing traffic, controlling the crowds and searching visitors before they entered the depot.

"If the Marines can't do it, nobody can," said Debbie Browne, after congratulating Limas. "They were very friendly and organized. When they searched me at the entrance, it was very thorough. They patted me down and looked through my purse. I was very impressed with the security."

The majority of the Marine volunteers arrived at the race at 4 a.m. to unload trucks of gear, prepare hydration drinks, distribute trashcans and set up water hoses.

"It was a lot of fun," said Staff Sgt. Andre L. Davis, administrative chief, Marine Aircraft Group 46, 4th Marine Aircraft Wing. "The best part was cheering on the racers and motivating them."

When a Marine ran by Davis and his volunteers, they would shout and charge up the hills with them.



**John Cross, former World War II prisoner of war, and Odell Wilson, former Army ranger, pick up their speed during the 8th annual Coca-Cola Zero Rock 'N' Roll Marathon June 5. Along the 26.2-mile course, the two retirees received support from the hundreds of local Marine Corps Air Station Miramar Marines who volunteered their help during the marathon. Photo by Cpl. Skye Jones**

"One of our Marines came past the water station, and we chased him and shouted things like, 'get up that hill.' He snatched up the water cup and poured it on us," recalled Davis. "The race was pure motivation."

Marines like Gunnery Sgt. Shane Duhe, squadron gunnery sergeant, Headquarters and Headquarters Squadron, MCAS Miramar, who participated in the marathon, benefited from the additional support.

"It gave me an extra push when I saw them," said Duhe. "Without a doubt, the Marines helped me along the way. There were a lot of high-fives and cheering, and at the end of the marathon there were drill instructors at the finish line shouting and motivating us."

Duhe finished in 4:28, and if it wasn't for the Marines out there, he said he would have taken longer to complete the marathon.

"We're always trying to support the community," said Davis.

"Providing a helping hand is important because it maintains a strong relationship with our community and ultimately affects the longevity of our bases within the community," said Duhe. "It is important to be welcome here by the San Diego community."

To volunteer for the 2006 marathon, contact the volunteer department at (858) 530-1400 or email them at [volunteer@eliteracing.com](mailto:volunteer@eliteracing.com).

## Marines train to escape from downed aircraft in water

Story by Lance Cpl. Will Lathrop

MCB Camp Butler

CAMP HANSEN, OKINAWA, Japan — This is the scenario. A helicopter carrying Marines over the Pacific Ocean malfunctions and the pilot is forced to set it down in the water. Instead of panicking and floundering about helplessly inside, the Marines aboard rapidly escape using the emergency exits and swim to the surface.

Their prior training took over, and these Marines were able to safely and rapidly escape the sinking fuselage due to the intense "helo dunker" training they received at the Camp Hansen training pool.

Ten Marines and one Sailor assigned to elements of Battalion Landing Team, 2nd Battalion, 4th Marine Regiment, 31st Marine Expeditionary Unit, spent May 17-18 learning how to egress from a sinking helicopter under the supervision of professional instructors from Survival Systems USA.

The students spent both mornings in the classroom discussing evacuation procedures

for the Marine Corps' two main troop-carrying helicopters, the CH-46 Sea Knight and CH-53 Super Stallion. They spent the afternoons practicing these skills in the pool during simulated helicopter crashes.

David Stott and Lee Warren, both former reconnaissance Marines who have been with Survival Systems USA since its inception three years ago, led the classes.

"The main points we stress throughout the training are a good, tight brace position and being able to breathe off of the Intermediate Passenger Helicopter Aircrew Breathing Device confidently," said Warren, a Houston native.

The brace position taught during the course is meant to reduce a passenger's profile to flying debris during a crash and to stabilize the passenger upon impact. The IPHABD, pronounced Hab-dee, is a small oxygen tank with a breathing regulator that provides an emergency oxygen source.

During the first day of application in the pool, students underwent simulated crashes in the shallow-water egress trainer chair, which simulates how the top-heavy design of

helicopters causes them to roll over in the water. Each of the students was strapped into the egress chair and turned over, placing them underwater and upside down. After all violent motion ceased, the trainees unbuckled and quickly pulled themselves from the submerged cage.

After practicing in the egress chair, the students practiced breathing underwater with the IPHABD.

The final event for the day was a ride in the Modular Aircraft Egress Trainer, a helicopter simulator that drops into the pool and rotates, simultaneously suspending multiple occupants upside down underwater.

They rehearsed jettisoning the emergency exits, pulling themselves out of the MAET and swimming to the surface.

"When that bird goes under water, approximately 17.1 tons of water are going to rush in," Stott said. "And if you're not strapped in properly, you're going to be like a cat in a washing machine."

The second day of training focused on survival techniques that should be used after the evacuation in order to keep the survivors

together.

Goggles with black lenses were also worn to add the element of blindness, simulating a night egress. Eight participants at a time went into the MAET, with two instructors and two safety divers, and practiced egressing while wearing flak jackets, IPHABDs, self-inflating life-preserving units, Kevlar helmets and rifles.

"Clear the exit and get the heck out of the way," Stott told his class. "If you're taking your time pulling yourself out of the aircraft, you're not only putting yourself in danger, you're also putting your fellow Marines' lives in danger."

To finish off the water portion of the training, the class practiced bailing out of the MAET before it submerged into the dunk tank to simulate an evacuation from a helicopter that has limited hovering capabilities.

Upon completion of the training, the Marines were issued certification cards. However, Warren noted that the real measure of success will be their survival in the event of a real-life helicopter crash into the water.



Miramar Movies

The Station Auditorium is located in Building 2242, and will be featuring the following \$1 movies. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to [www.mccsmiramar.com](http://www.mccsmiramar.com).

**Friday:**  
6:30 p.m. XXX: State of the Union (PG-13)  
9:00 p.m. Sahara (PG-13)

**Saturday:**  
6:30 p.m. Hitchhiker’s Guide to the Galaxy (PG)  
9:00 p.m. King’s Ransom (PG-13)

**Sunday:**  
1:00 p.m. Sahara (PG-13)  
6:30 p.m. The Amityville Horror (R)

**Wednesday:**  
6:30 p.m. Kingdom of Heaven (R)

**Thursday:**  
2:00 p.m. Hitchhiker’s Guide to the Galaxy (PG)  
6:30 p.m. Hitchhiker’s Guide to the Galaxy (PG)

**Thrift shop closure**

The Navy Marine Corps Relief Society Thrift Shop will be closed for renovations beginning immediately and is scheduled to reopen in July. Anyone interested in donating goods to the thrift shop is asked to donate to a local thrift shop or charitable organization such as St. Vincent de Paul or Father Joe. For more information, please call (619) 446-2799.

Religious Services

The Chaplain’s Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

**Sunday:**  
9:30 a.m. Protestant worship service  
11 a.m. Roman Catholic Eucharist

**Wednesday:**  
7 p.m. Baptist service

**Monday-Friday:**  
11:30 a.m. Roman Catholic daily mass

**Jewish:**  
7 p.m. First Friday of the month MCRD  
7:30 p.m. Last Friday at Edson Range Chapel

**SNCOs mark your calendar**

Marine Corps Community Services will be conducting a three-day financial counseling class for E6s and above, from Wednesday to June 17, beginning at 8 a.m. each day.

For more information, call (858) 577-9802.

**Second career info brief**

Dick Crampton, director of the Officer Placement Service for the Military Officers Association of America will be hosting a brief today starting at 9 a.m. The brief is for officers, senior noncommissioned officers and spouses and will focus on realities of competition in the civilian job market. For more information, call (858) 577-6491.

**Charlie Daniels at Mills Park**

Country music legend Charlie Daniels and his band are scheduled to play for Miramar servicemembers 7 p.m. June 21 at Mills Park. Servicemembers in uniform will have stage front privileges.

The band is visiting as part of the Spirit of America Tour sponsored by Marine Corps Community Services.

**Change of Command**

Lieutenant Col. Phillippe D. Rogers will relinquish command of Headquarters Squadron, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, to Lt. Col. James S. Teeples at 2 p.m. today at Mills Park. Rogers will assume duties as deputy operations officer, 3rd MAW.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal’s Office at 577-1461.

|                   |            |                    |            |
|-------------------|------------|--------------------|------------|
| Vehicle:          | License:   | Vehicle:           | License:   |
| 1989 Chevy Z24    | CA/4TVY631 | 1994 Cadillac SLS  | CA/3JFL323 |
| 2000 Ford Focus   | CA/4JMZ536 | 1995 Nissan Sentra | CA/SZE4762 |
| Mazda MX-6        | FL/JPOJGS  | 1995 Mits. Eclipse | KY/907KKR  |
| 1987 Toyota Camry | CA/5CJZ685 | 1984 Linc. Limo    | CA/3MGV444 |
| Chrysler Shadow   | MN/FPR718  | 1989 Ford Taurus   | TX/T40PRC  |
| 1989 Toyota Camry | CA/4VI588Z | Unk. Trailer       | CA/1VW1350 |



